

**MAUI REDEVELOPMENT AGENCY  
SPECIAL MEETING  
FEBRUARY 12, 2016**

**APPROVED 03-28-2016**

**A. CALL TO ORDER**

The special meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Bill Mitchell, Chair, at approximately 1:02 p.m. Friday, February 12, 2016, in the Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Island of Maui.

A quorum of the Agency was present. (See Record of Attendance).

Mr. Bill Mitchell: Good afternoon everyone. Thank you for coming. We'll call to order our meeting of the Maui Redevelopment Agency on February 12<sup>th</sup>, 2016. In presence this afternoon is Mr. Jonathan Starr, Ms. Carol Ball, Mr. Frank De Rego Jr., our staff planner Erin Wade, and with that we will -- we're open for public testimony. Anybody that would like to testify on one of the agenda items may do so now for three minutes, or may wait until that agenda item is discussed and do it then as well. If anybody would like to make -- would like to testify, please step to the podium, tell us your name, and express your thoughts with us. That would be wonderful.

**B. PUBLIC TESTIMONY - At the discretion of the Chair, public testimony may also be taken when each agenda item is discussed, except for contested cases under Chapter 91, HRS. Individuals who cannot be present when the agenda item is discussed may testify at the beginning of the meeting instead and will not be allowed to testify again when the agenda item is discussed unless new or additional information will be offered. Maximum time limits of at least three minutes may be established on individual testimony by the Agency. More information on oral and written testimony can be found below.**

Mr. Joe Blackburn: Joe Blackburn. I'm a merchant at 104 North Market Street. I'm looking at the budget and am I correct in assuming that we're spending \$200,000 for a million dollars in funding? Is that correct? Is that a correct assumption?

Mr. Mitchell: This is time for public presentation and testimony, so if you'd like to testify on something, please do so. We'll take questions when the agenda item comes up.

Mr. Blackburn: Alright. I'm looking at this and we manage community associations for a living. And I'm flabbergasted that it would cost that much to manage that little. We manage just on the income side almost \$1,700,000 over a 100, about 1,200 homes; collection of fees, insurance, contracts. So I'm a little put off by this number.

Mr. Mitchell: Joe, what are you referring to?

Mr. Blackburn: I'm referring to the fact that we're spending \$209,000 for wages and salaries on a \$1,197,000 budget. That's what I'm put off by.

Mr. Mitchell: The MRA budget?

Mr. Blackburn: Yes.

Mr. Mitchell: Okay.

Mr. Blackburn: Correct. MRA budget. So I just -- looking at this I'm wondering where are we getting the bang for our buck as a merchant in Wailuku town. And I really think we need to relook at how the MRA does business, and what we're spending for the MRA, and whether a 1980's concept is about time to maybe change our philosophy and our organization. And that's -- that's my thoughts from being in the middle of Wailuku town every day. And I'd like to leave with one question and hopefully it will be answered when the staff has time. How much have we spent on parking plans for the Wailuku parking lot, the big one? Okay? Thank you.

Mr. Mitchell: Thanks Joe. Appreciate it. Anyone else would like to testify at the beginning of the meeting. Yes, sir, thank you.

Mr. Richard Dan: Hello everybody. My name is Richard Dan. I'm going to give out maps to you folks. These are the new walking maps for Wailuku. My company sponsored printing of them just now, and I want everybody to have one to see what's been created on behalf of Wailuku. I gave you one, didn't I? I hope you all go shopping in Wailuku. Thank you very much. I see on the agenda a couple of things. I spoke with Erin earlier in the week about it. One of is going under the management. And from what Erin says to me that it's a good idea if we're -- if this agency, the MRA is going continue, then I think it's a good idea that it gets close to the meat of the matter, and it seems like we'll be a lot closer to the government if we were over at the Management rather than over at Planning. So I don't -- I think it's a good idea.

Yesterday I was at a WCA, Wailuku Community Association, meeting, and I'm very happy to tell everybody that the Wailuku Community Association is back and strong, and I'm very, very happy to see this. This is an association that was initially founded by myself, Mr. Starr, John Noble in the back, and Alexa Basinger, all put 20 bucks on a table and started this many, many years ago. I think we might have picked up. Well, it's been dormant for a while. It started again. Mr. Starr is on the board of directors, and I'm very glad to see we have this energy and this downtown knowledge on it. I'm concerned about when the WCA comes to this board and asking for money, how Mr. Starr is going to handle that. But I'm sure there's some ethical rules that Corporation Counsel will explain to him how he has to do that -- deal with that. Other than that I'm very happy to hear that on March 1<sup>st</sup>, a project that was first brought before you guys in 2001 is finally going to break ground. Hallelujah. That's it.

Mr. Mitchell: Thank you very much. Anybody has any questions for Mr. Dan? Yes, go ahead Mr. Starr.

Mr. Jonathan Starr: Yeah, Mr. Dan, thanks for helping get this printed and that really is helping to get Wailuku a great tool, and something that visitors and those of us who spend a lot of time here all can use. So thank you for that. And Wailuku Community Association, I hope that you'll be active and helping the organization. Now is the time when we need to take the town to the next level, and hope you'll be really active and help it get going.

Mr. Dan: You're preaching to the choir Jonathan.

Mr. Starr: Okay. And, you know, I always do disclose and recuse when, when it's the right thing to do.

Mr. Dan: Yeah, I spoke with...some of the Counsel and he said basically that, you know, whenever something from the WCA comes to here, there's an ethical rule or something that's governed by the Corporation Counsel. They'll tell you . . . (inaudible) . . .

Mr. Starr: Up to now the community association has never been funded by –

Mr. Dan: I thought First Friday was funded through the community association years ago.

Mr. Frank De Rego Jr.: No.

Mr. Starr: No. They might in the future, but they never have been and, you know –

Mr. Dan: Didn't the community association -- sorry Erin. Sorry for interrupting you. But my memory is this when I was on the community association board, we were getting money through Tri-Isle from the MRA. Was that correct?

Mr. Starr: Tri-Isle was -- Tri-Isle was and I believe still is being used to, as kind of a non-profit between First Friday. But the community association never...never was directly. And at one time the community association, some of us, and I think you might have been one of them, contributed some money to the community association that went to help fund First Friday. But it was not going from –

Mr. Dan: I, I don't know. My memory is . . . (inaudible) . . .

Mr. Mitchell: Mr. Starr, yeah -- we'll -- awesome. Good. We'll figure that out. Thank you. Thank you very much. Any more testifiers? Yes sir.

Mr. John Noble: Good afternoon. My name is John Noble. I've been at 160 Market Street since 1977. Mr. Blackburn asked the question how much was the parking lot? It was \$3 million which is the figure I had. Then we had the Chris Hart version of it which we were going to have 500 parking spots. It were going to be actually only, Erin told me, 150 actual parking spots including the already existing parking. My point here basically is this is a -- these association are a proven waste of money. The problems, the main problem I'm having is the non-profits. We're turning Wailuku into the world center for the drug and mentally ill. These criminal, transients are just simply inundating the whole town, and there's nothing being done about it. And there's \$3 million for Main Street, and there was another \$3 million for the parking lot study. \$6.5 million to put trees over the sewer lines, and that's going to be a big problem. Nobody seems to know where anything is in this town. And then they're going to take out another \$2 million worth of parking for this new park that they're gonna to have, for the bums to stay in. Doesn't anybody even drive down the street here? Go park on the corner, there's nothing but bums sitting in there.

You know, and I'm tired -- I'm tired of the damage control. As one example, Morgan of ADC that owns the property next to me. His property is falling out the back. He comes in, he wants to take out the sidewalk and the stairway. And nobody ever goes out to any of these locations and looks at them. You know, his property is falling out in the back, and he wants to take out the stairway and the sidewalk in front of his building. You know -- so, I mean -- I'm tired of doing damage control. All that happens here for the last 40 years is the non-profits have taken over all the businesses. Next to me, there's nothing but vacant lots, and drug management people that are strung all over the street. I'd like to see all of these organizations go. I'd like to see you put a rock in that chair, and at least the rock wouldn't do us any damage. Thank you.

Mr. Mitchell: Thank you. Anybody have any questions for Mr. Noble? Seeing none, anyone else? Yes? You'd like to testify, please. Yes, please.

Ms. Helen Nielsen: Hi, my name is Helen Nielsen. I'm also a business owner here in Wailuku. And I just wanted to say for the record I appreciate the open process that the Planning Department and the MRA puts out there to allow everyone to participate. And I know it's a long sludge but I really appreciate the input that everyone gets to give. So thank you for your time here on this MRA. Thanks.

Mr. Mitchell: Thanks Helen. Anybody else would like to testify? Seeing none, we'll close public testimony and move on to new business. We've got a couple of exciting presentations this afternoon. I'll let Erin, Erin Wade our staff planner, introduce our first presentation. You ready for --? Go ahead.

## **C. NEW BUSINESS**

- 1. Presentation by Mike Dahilig, Planning Director for the County of Kauai, regarding the Lihue Town Core Mobility and Revitalization Project that just received \$13.8 Million in federal funds. MRA discussion may follow. (no action)**

Ms. Erin Wade: Thank you. About November? Was that when it was announced? Okay. Yeah, around November in 2015 you might have seen the Star Advertiser article that Kauai County won the TIGER grant from the Department of Transportation, Federal Department of Transportation, in excess of \$13 million which is a really -- that's quite a big kuddos to Kauai for being able to retain that. And knowing that they had such similar conditions on an outer island with a downtown revitalization project that we have in Wailuku, we reached out to the Kauai Planning Department and I asked sort of asked -- just a few questions, and then asked, hey would you guys be willing to come over and share with us how you went about this and what it took to get to the point of applying for this grant. And they were so generous and said yes. So today we have Planning Director Mike Dahilig and staff, planning staff Lee Steinmetz, here to present the Lihue Town Core Mobility and Revitalization Project.

Mr. Mitchell: Alright.

Ms. Wade: You just let me know when you need the lights.

Mr. Mike Dahilig: Probably right after I give some opening words. Chair Mitchell and members of the board here. Deputy Director, it's always good seeing you. Any time Erin asks something I'll, I'll jump in and I'll do it. So, it's been good that over the past few years we've been able to build good relationships with, you know, the rest of the counties as we, you know, try to share ideas and share, you know, best practices and how we're able to try to move our communities forward. And I think, you know, as Erin mentioned we were very fortunate that the Secretary of Transportation had chosen Kauai as one of -- just a handful -- couple a dozen sites across the nation to receive this discretionary funding. And, you know, a lot of that, that work and a lot of that, that sweat equity was, was done collectively through our partnerships with our Public Works Department, you know, our other agencies. But the guys that probably know -- excuse me -- the guy that knows this best is Lee Steinmetz, and he's our transportation planner. And, you know, he had the opportunity actually to go up to the Smart Growth Conference up in Portland, but he actually -- when hearing that this was a peer to peer type of exchange for us to share our manao and then hopefully get some -- you know, share these ideas and hopefully that we can collectively gain from each other these, these opportunity to share information, he said, you know, forget Portland. I want to come Maui. So, it shows the commitment that Lee has had towards trying to really further excellence in our Transportation Planning. And he'll explain more about his role, but I just want to touch upon that, you know, Lee was hired as part of the Mayor's initiative to actually purposely make investments in transportation planning. It's something that really has not really come to mind because we've been very comfortable in operating in silos. You have your Public Works guys, you have your engineers, you have your planning guys, their land, but what tends to get lost, and I'm sure many have seen through your service here on this particular board, the road interfaces with land use in ways a lot of us don't anticipate. And so that's where, you know, our story and our TIGER story kind of comes into play. But, again, it didn't just start with TIGER. I want to be clear that TIGER was a consequence of a lot of just general planning and collaboration with our Public Works Department and other agencies which got us to a point where we could, you know, make the pitch and say, hey, we are competent in this area. So, again, thank you for inviting us and we'll be able -- we'll be available for questions afterwards, but I want to turn it over to Lee at this time.

Mr. Lee Steinmetz: Okay, that's on. Thank you Mike. Thank you Mr. Chair. Thank you Erin for inviting us to come. It's exciting to be here, and to be able to share our, our TIGER story. So this is just what I was going over today. Is it possible to get rid of the "please change the lamp" thing on there or is that --? I think it's probably on the project. Well, we'll just go with it. So anyway I wanted to go through the story. It shouldn't take too long, but these are the seven areas that I wanted to talk to you about. Just explain a little bit about what TIGER is. What did we actually receive. What lead up to doing this application. How we prepared for it. And, what's happening now after we found out that we got this application.

Alright, we've got our tech expert. It will be okay. Thank you. Okay, so starting out, what is TIGER. This is, as Mike mentioned, it's a nation wide grant opportunity. It stands for Transportation Investment Generating Economic Recovery. It's done through the US

Department of Transportation. This last round of applications which I think was TIGER-7, there were 627 project applications that were received that were eligible, and out of those 637 they awarded 39. And there was over \$10 billion of requests made, and \$500 million that was awarded. So it was a 5% to 6% chance of actually winning one of these. So that was really exciting, and I'll talk more about what our team was, how that, that really worked.

I wanted to share this quote from Secretary Foxx because this, to me, really encapsulates what TIGER's all about. First of all that *"Transportation is always about the future."* And we'll talk a little bit more why that's important on Kauai. *"If we're just fixing today's problems, we'll fall further and further behind... In this round of TIGER, we selected projects that focus on where the country's infrastructure needs to be in the future; ever safer, ever more innovative, and ever more targeted to open the floodgates of opportunity across America."* And this last part is highlighted in red because if you want to consider doing a TIGER application you have to think about these things. How are you making your transportation system safer? How is it innovative? And how is it opening up floodgates of opportunity, or what Secretary Foxx likes to call ladders of opportunities and we'll talk about this a little bit more.

And the last part, the G, E, R part of TIGER, generating economic recovery, if you look at the notice of funding application, that's what comes out that invites people to apply, it says this, that successful TIGER project catalyze investment and growth. So that's something that we were looking at in terms of our application. Is this a catalyst project? Can we demonstrate that it is not just about transportation, but it's really about economic development.

So in terms of what we received. As Mike mentioned we received \$13.8 million. We were a rural application. There's rural and urban. If you're a rural application -- I think Maui would be rural also -- there's no Federal match required, but you're more competitive if you have a match, so we have a match of \$2 million. And we're in the process right now of finalizing our agreement, our project agreement with US DOT, and there could be some changes to our scope from what we originally applied for. We actually applied for about \$15 million, so we got, we got a little bit less. They call it a haircut. We got a haircut. So that gives us some flexibility in terms of the final scope of the project. And this last point, I just wanted to put this in here because we haven't really been able to start our final engineering yet, because we don't have our project agreement. But we have to have -- we have to be ready to go to construction by June 30<sup>th</sup> of 2017. So since this is a Federal project we have to do MEPA, we have to Section 106, we have to do all of the Federal funding requirements in addition to the HRS, the Hawaii requirements. So that's a pretty tight time -- pretty tight time frame where, you know, we're talking less than 18 months.

So in terms of what we put into the grant, we knew it was going to be tight time frame, so we, we -- the projects that went into the grant, we selected knowing that the environmental process would be fairly simple, that we could get categorical exclusions, that there weren't any significant archaeological projects. There was no land acquisitions involved. It's all in existing right-of-way. So all of those things were considerations as we were putting our application together.

Alright, so now I want to go through a little bit more of the story. And as Mike mentioned our

County really made a deliberate effort to expand our capacity in terms of the concepts of complete streets, and the relationship of transportation into land use. And this really started with our Mayor adopting complete streets as part of his vision for his term, and directing that and actually selecting Directors like Mike and Larry in Public Works, and Lyle Tabata, people who also supported this and in that -- you know having that training start at the top and then flowed down to our staff. And I don't know if you all know -- I don't know if you know Bev Brody or Lyle Tabata. Lyle Tabata is our Deputy Director of Public Works. But Bev Brody is with Get Fit Kauai which is funded through UH. I think you have something similar here on Maui. But Bev took Lyle to . . . (inaudible) . . . National Conference. And I think they took a redeye flight. The next morning Lyle was on a bicycle riding around Minnesota in the snow. And by the end of that conference he was a believer of complete streets, and he came back. And he was a super strong advocate in Public Works. And then we had Mike in Planning, both really advocating for this. So -- and that concept of partnerships -- through Get Fit Kauai, a lot of those -- a lot of technical assistance that we brought to Kauai, a lot of going to conferences by staff was funded thanks in part, part by the County but also part and thanks to our partnership with Get Fit Kauai.

And through this process there were new positions that were developed including my position. The Transportation Planner position didn't exist before. And that was seen as a way, as Mike mentioned, to break down silos between Planning, Public Works, Parks, Housing. And also we were able to recruit new staff. Our Chief of Engineering Division now is Michael Moule who formerly was nationally known, as a nationally known consultant in complete streets. And because we were building our capacity we were then able to --. He, he actually came to Kauai as a consultant, and then we were able to recruit him to be on staff. So all of that was huge and intentional, and while that was happening there was really -- TIGER wasn't really in our mind. It was just building our capacity.

At the same time there's a lot of really great planning going on. The Civic Center Master Plan that looked at our civic center and how we can green that up, how we can make it more of a campus. The Lihue Town Core Urban Design Plan was really set the tone for how Lihue town could be revitalized and what the streets should look like. More recently, the Lihue Community Plan, which is a district plan, was completed. And that incorporated a lot of the same ideas of bicycle and pedestrian networks and how that should all work. And at the same time, we have for our whole island, our Multimodal Land Transportation Plan which really sets the tone of how we want to look at mode shift from single occupancy vehicles to some of the trips around the island being by pedestrians, by bicycles, and by transit, and how -- how we need to design our streets and land use in order to make that happen. So all of those were really important plans.

There's also a lot of new policies and laws that were going on. We passed our complete streets resolution. I think that was in --? When was that? 2010, I think? 2010. More recently there was a change to our subdivision ordinance to reduce the length of blocks and require sidewalks in our subdivisions. And we now have, one of our community plans, the South Kauai Community Plan incorporates form based code as part of that plan. And that --. Well, not formally formed based code was, that concept was also a Lihue Town Core Urban Design Plan.

And then we've also been working on our street retrofit, our street design, so that we could built

up credibility in actually going all the way through from design to construction, and demonstrate to, in our TIGER grant that we have the ability to actually take on a project like this. Hardy Street is our most recent reconstruction. It's right in front --. It's in Lihue town. It's also in front of Wilcox Elementary School. So it's a combination of safe routes to school project and complete streets projects. And that was funded through the State Transportation Improvement Program, through 80% federal highway funds, and 20% local funds. So just something else that we are doing is cobbling funds from various funding sources and having an overall plan of what we want to do, and then deciding what's the most appropriate funding source to get each of these pieces complete.

And throughout this process now we're starting to think about doing a TIGER grant. We also did more outreach. The Lihue Community Plan had an outreach process. Hardy Street did. We did a technical assistance project through Smart Growth America where we had consultants come and talk about parking, how manage parking. We did a parking audit so we could understand what our parking needs were. And that actually feed right -- we weren't expecting it at the time, but it fed right into the TIGER grant, some of the findings from that. And then we've been working on reconfiguration of Rice Street, which is like our Main Street in Lihue town. And we did kind of an intensive one week outreach, and the information from that again fed right into the TIGER grant.

So now what I wanted to is give you an overview of the various components that are in our application, and...I'm going to go through these pretty quick. But, I just want to mention that there's some projects that are kind of in yellow there; A, B, C, D, and then there's numbered projects. The kind of yellowish projects are part of the overall town core mobility plan, but they're projects that were not funded through TIGER that we didn't request funding. So -- but we were able to demonstrate that the TIGER funding is part of a bigger picture, and TIGER funding help us complete something that we've already started. And I think that was, that was good to show from what we heard US DOT likes to see that they're helping finish something as opposed to doing the whole thing.

So I was going to go through each of these just really quickly and let you know. And the first one is Eiwa Street. This is an existing street that's actually kind of cuts through our civic center. Our Civic Center Master Plan actually called to completely close that off, and we've decided to change that and make it a one-way street that's a transit hub. So kind of like a transit mall, but there's -- but cars can use it as well. So there's one, one-way lane, bus turn outs, a pedestrian promenade and a two-way bike lane on the street. And the first phase of this actually is already constructed through the Hardy Street project. We were able to do the part that's nearest Hardy Street is kind of like an intersection of Hardy Street. And now, the TIGER grant will let us finish the whole, the whole street.

The second part which is really the most significant part of the overall application is Rice Street. Again, this is our Main Street in Lihue. And this is the concept of right-sizing a street. We're proposing that we go from four-lane to three-lanes. I'll, I'll show you what that looks like. But really the whole idea is that we go back. Rice Street used to be our main street, and we're, we're trying to get back to that and how it's designed. And so in this particular case we're going from two-lanes in each direction, to one-lane in each direction with dedicated left turn lanes.

In some areas we have a two way left turn lane. Depending on the blocks, some blocks like you can see on this upper picture we have a lot of off street parking. This is right next to our civic center. So on that block we don't really need on street parking so we're doing bike lanes in that block. And then in the center where really the commercial core is, most of our historic buildings, and those are back of sidewalk and we have less off street parking, or like as you can see here, we actually would like to see on the bottom slide or on the bottom of that off-street parking go away at least next to the sidewalk and have back of sidewalk building so we're going to lose off-street parking. So in those blocks we're proposing on-street parking and not having bike lanes, but it all ties into the bike network.

Also off of Rice Street we're proposing some streets just to have sidewalks that don't have sidewalks now. And this is -- it goes back to that concepts of ladders of opportunities. We have Kaniko'o Senior Housing project that was recently completed. And as a part of their development they put sidewalks on their development but there's no sidewalks past that. So now we're connecting those sidewalks to Rice Street and the park. And then at the very end of the end street there's low income housing projects. So now we're tying low income housing, we're tying a senior project to transit, to being able to get to shops, to being able to get to services, to be able to get to education. So that was part of our discussion of the concept of ladders of opportunity.

Another project is looking at bike lanes and a widen sidewalk that connects Rice Street which is on your left over to Vidinha Stadium which is our major recreation complex. So now kids who have after school soccer practice, families that are going to a sports game, they can get there without having to drive from the neighborhoods within the area.

We're also looking at a new shared use path that will connect our civic center to convention hall which is our major cultural activities area. And this is something that came out of the parking audit. We have convention hall that has a really big parking lot that's busy when there's a peak event there, which is typically the weekends or the evenings, and we have civic center which is really has, is full with parking during the work day and empty on nights and weekends. So we have these two major parking resources that aren't that far apart, but it seems kind far apart just the way the road network works. And if we can connect those and manage them we've all of sudden significantly increased our parking resources without having to build parking structure, without having to do other things. And also we can also connect convention hall as kind of an overflow commercial parking connected to Rice Street. So that was one of the findings that came out of the parking audit that we worked with, is that we actually have plenty of parking. It's just that it's not managed all that well. And if we can connect and manage it better, we can serve all these uses without, again, the major expense of new parking structures.

And a piece of this has already been constructed. We have our historic County building on one side and the newer County building on the other. And this was part of a project to do Americans with Disability Act improvements between these two buildings. So that's already built and part of the shared use path.

And then the last piece that we're looking at, just to go back, you can see Rice Street on the side, which is kind of a busy street, a little bit higher volume. So we were looking for a parallel

street that could be what we're calling a bicycle boulevard. That could be a lower volume street that would again be connect kids that live in low income housing or other neighborhoods to Wilcox School without having to ride their bikes on Rice Street. So we're looking at that as a parallel street. It's a residential street; Puaole and Malae Streets. And this will be a shared street. We're not planning to put bike lanes. We're just planning that it's a calmer street that people can ride their bikes. And as a part of that we're looking at traffic calming measures that we incorporate in to that street just to slow down cars and make it comfortable and safe for everybody. There's kind of an interesting side story this. It just so happens that one of our Council Members happens to live right by one of these mini circles so we got to revisit the actual traffic calming measure that we used just kind of based on the comments that we've been receiving.

Okay. So in terms of how we prepared for the application, I want to step into that. Just really quickly on this map. We did this map as a ladders of opportunity map that shows the red is the project area. But these yellow circles are all educational opportunities or employment opportunities. And we wanted to show how the TIGER project helps link residential areas with these other areas through transit, as part of transit, bike or pedestrian improvements. And again, that was part of the ladders of opportunities piece.

So I'd like to say our team extended from Kauai to Oahu to Washington D.C. Part of the Washington D.C. piece is we have a Washington D.C. consultant -- a lobbyist if you want to call it that -- who was super helpful in organizing meetings with our congressional delegation, setting up meetings with US DOT at the highest level in the Secretary's Office, and we did a lot of pre-screening of our application. We actually had phone conferences with some of us on Kauai and our consultant and DOT staff in Washington D.C. going over our application asking -- this is before we -- before the notice of funding of application came out. But going over it, asking is this -- does this sound good, what do you recommend, how should we tweak this, what should we look for -- and they were so helpful. It really helped us prepare for this application. And again we brought our congressional delegation on early. Another thing that was really important is we worked with Hawaii Department of Transportation. What happens is US DOT will go ask the congressional delegation. If there's multiple applications coming from the state, they'll go to the congressional delegation and say what's your priorities. We're only going to do one for Hawaii which one would you want? So we had to find out, well, how many were coming from Hawaii, what are we competing against? And again there was a window this past year because the only other application was from Oahu and that was an urban application; ours was rural. So while they were both from Hawaii, we really weren't competing in the same pot. So it's really important to check with the other counties, it's important to check with DOT to see what other applications are coming down, and then how, you know, how might you rank in that. And the same with the local Hawaii FHWA office to make sure they're in the loop because they're going to get a call from DOT asking what do you think about this project? Is it okay? So everybody has to be on board with that.

And then just a few things, during the application, as I mentioned, there's the notice of funding availability that comes out. It's super clear about how projects are scored. It's super clear about how you have to do it. And I would just say just follow the directions. Like a lot of people try to take, they have an idea and they've maybe floated it around to different grants and they

don't change it. They keep using the same thing. But you absolutely cannot do that. You have to tailor your application to whatever the selection criteria are that are in that, in the notice. And I have to say US DOT was so incredibly helpful. If we ever had a question, we would e-mail them in the afternoon, we'd have an answer by the next morning, every time. If we ever wanted to call and talk to someone, they were always available. So any questions, just ask. And going back to that original slide about the limited time frame to get to being ready for construction, just be sure that you're aware of that and that you can demonstrate that you can get it done within the time frame.

Oh, one last story, just about keeping everybody in the loop. We were getting close to when they were going to announce. We weren't sure what's going to happen. Secretary Schatz called Secretary Foxx to find out what was going on, and...Secretary Foxx said, well, we're looking at your application, but we're kind of concerned about regional impact. So that message got back to us. Secretary Foxx actually told him, well, how can you evaluate an island on regional impact. It's not fair to evaluate an island the same way you would some place on the mainland. But that got everybody worked up. We figured out some talking points about what were the regional impacts. We sent those to our congressional delegation, we sent them to the Governor. The Mayor talked to the Governor and said please call Secretary Foxx and all of that, all of that happened. So Secretary Foxx got the word that, you know, we understood the concern and we're trying to address it. So, anyway, it's just really important to have that network and have those contacts. And, I have no idea what happens behind the scene and how these decisions are made, but it's really important to have your congressional delegation supporting you.

So now we, we're incredibly fortunate. We won this application. So what are we doing now? First of all we were all on cloud nine for a day, we were so excited, and then the next day we all came back and said, gees, now we have to get this done, how are we going to do it. So we've assigned staff to make sure this happens. There's someone else, our Capital Improvements Manager, who's taking over is kind of our TIGER tsar and our Implementation Head to do that. We're also really working with the Rice Street businesses to now that we've got this, to really work on the redevelopment side. And there's buzz. Just from getting this there's buzz happening. And actually based on some of your great work that you've done here in Wailuku when we went to the HCPO Conference and learned about your branding thing that you're doing. We're doing the same thing with Rice Street. So we're going to be down the road, unveiling a brand and tying that into all of the Rice Street work.

Something that was a little bit surprising to me, but I shouldn't have been really, is there has been some opposition, and so just, you need to be ready for that. Some people have been saying, you know, we have some other -- we have some other transportation issues on our island roads that haven't been repaired, congestion areas from Kapaa. And so people have been asking, well, why did we do this TIGER grant instead of focusing on these other issues. And that goes back to that future question that we never would have gotten a TIGER grant for these other things. And we really have to do both. So it's really important how, how you message that, that the public understands how this fits into a bigger picture and other things that are going on. And again, we're continuing to build partnerships, working with businesses in the area, trying to establish how things are going to be maintained. Just working on all of that

at the same time. Continue our community outreach.

And, and the last point I want to make, it's actually part of our project agreement with US DOT, but we have set out some performance measures of what we're going to measure. And so we're, we're starting to do our pre-measurements of counting pedestrians in the area, counting bicyclists in the areas, evaluating speeds, evaluating crashes and seeing are these changes that we're making will they, will they actually affect those things in the ways that they think they will. So over time we'll be able to measure that and be able to report back. Hopefully in a positive way that these things that we've done, have had, have had a positive, positive impact.

Just one last thing you'll see there's a little canoe in this picture and our Mayor when he went back to Washington D.C. presented one of these canoes to our delegation and to Secretary Foxx. And that really was an analogy of our team effort and what it really took. That we all had to be paddling in the same direction, paddling together in order to pull this off and make it happen. And we continue to have to do that in order, now, to implement it. So, thank you very much for the opportunity.

Mr. Mitchell: Thank you Lee. Anybody have questions for Lee? Mr. Starr?

Mr. Starr: It looks like a great project. Could you give us a bit of an overview on what the dynamics of actual...I guess, work on roads, and sidewalks, and bike paths this will entail. Like, have you got it broken down by how many miles of streetscape you're going to be changing, and you know, bike and pedestrian facilities, that sort of thing? I know you gave it to us in segments.

Mr. Steinmetz: Yeah. So, I mean we have that --. I don't have that, like, in front of me, but for each street we know how many lineal feet of sidewalk or bike lane. We, we know how much that would be collectively. Unfortunately I don't, I don't really have that. What I can tell you is our Lihue Community Plan we created a whole bicycle and pedestrian network that's in that plan. And so the improvements that we're making are all within that larger -- all within that larger plan, if that helps at all. And it's part -- and it's -- the TIGER is part of a bigger picture to connect even beyond to our community college, to our shopping centers and all that.

Mr. Starr: Yeah, I'm trying to visualize, and think, you know, thinking about the town. I mean, will this pretty much do it as far as making it safe and easy to get around as a pedestrian or a bicyclist, or you know, a calmed automotive for, for this center of Lihue?

Mr. Steinmetz: So -- yeah, that's a great question -- so for the commercial areas, I would say, yes. It will -- for, for our town core. But again, like we're looking now at connections over to Kukui Grove Shopping Center, for example, that's out of our core. Or to Kauai Community College which is out of the town core. So those would be a combination of bike and transit connections, not -- it's, you know, a bit far to walk.

The other piece is we have, like -- I guess I could go back to that map -- but we have residential areas that are...all those residential areas at the top of the map that -- you know, they're fairly low volume streets. But right now they don't have sidewalks. Everybody walks on the swale.

So some of those streets, we also--. And then at the top we have streets that throughout the town core plan could really change to mixed use, could change rather significantly. So we also have to look at pedestrian connections on some of those streets, and, and how those will, how those will work. And just kind of going back to rural character, there's a lot of places where we're looking at -- we have unpaved swales and we're looking at flushed sidewalks within the swale as opposed to kind of a traditional curved gutter and sidewalk. That kind of fits more into that rural character in some of these residential neighborhoods. So, I guess that's another thing we're looking at is what is the style that, that's best for these areas.

Mr. Starr: Can I do one more?

Mr. Mitchell: Yeah, go ahead.

Mr. Starr: How much drain, drain line and other, you know, subsurface infrastructure will be done under this?

Mr. Steinmetz: So on this particular project that will be very minimal. The -- as I mentioned, the Hau Ala Kalena sidewalks that are kind of on the bottom of this will be that type of sidewalk that's in the swale so we'll still be using the swale for drainage. We're really not changing the drainage that significantly. On Rice Street there's already a storm drain system, and we'll be doing some, some more minor changes. Like, there's some drains that we may need to raise or lower or change to a curb inlet from some other type of drain inlet. But we're not talking about in any of this any major storm water changes.

Mr. Mitchell: Carol, yes?

Ms. Carol Ball: I'd like to thank you for sharing with us your, your road map and, and your adventure in getting this grant. We really appreciate it because we face a very similar -- our plantation towns are very similar. Many of the improvements that you envision being a part of this we would, of course, as well, have to have do. But just having your experience and you're sharing it with us is, I think, vital to our own plan, so thanks so much.

Mr. Steinmetz: Thank you. Mike, did you want to say something?

Mr. Dahilig: Just to address Mr. Starr's further question. A lot of what Lee's talking about also was done from a design standpoint specifically to minimize the exposure from 6E and 106 process. So, you know, in order to avoid the general questions that come with, you know, well, if you're digging, are you going to find bones or those types of things. And even -- we took a drive through, I just showed Lee Market Street and I know that there's a combination of the lava, you know, curbs that are there, that are actually protected, right? And so, we, you know, made a conscience effort to try to look at if we had those types of, those types of historical properties that are in the area. Because as Lee mentioned the timing of the grant expenditure is critical to making sure the funds are vest. And if we got caught up in a very extensive 106 consultation process or 6E process by, by digging, that, that was going to slow us down. So a lot of the points that Lee is talking about is just really surface projects, if but minimal digging just to accommodate certain, certain drainage requirements and that's it.

Mr. Mitchell: Right. Mr. Starr?

Mr. Starr: So are you using kind of avoidance techniques to increase infiltration so that you don't have to add, you know, add more drain line and facilities, you know, impervious pavements and swales and stuff?

Mr. Dahilig: And I think that's one of the concepts that our Public Works guys have picked up through our peer to peer exchanges where these -- what are called rain gardens -- and so right along a lot of the Hardy Street improvements that have already been put in, there's that concept of creating rain gardens to allow for more percolations, yet still maintain the, the capture and, and you see the drain water from the rain events is stuff that was being employed. So you end up with that dual purpose of greening, at the same time that, that more functional -- going back to the old concepts of adding more porous surfaces versus creating, you know, less porous and then taking the water and moving it out.

Mr. Mitchell: Frank, do you have anything?

Mr. De Rego Jr.: No.

Mr. Mitchell: We have -- actually we have Director Goode from our Department of Public Works. Did you have anything you want to ask Dave, relative to the presentation?

Mr. David Goode: . . .(inaudible) . . .

Mr. Dahilig: If I could just add on my comment. Even though Lee is attached to my department, he actually sits right outside the County engineer's office. So, you know, there's something to that where we made a very deliberate attempt at creating that synergy between departments. So, you know, I still sign his pay checks. That, that's never going to change. But, that shared, that shared knowledge was real critical in having Lee right there next to the County engineering.

Mr. Mitchell: Right. Mr. Starr?

Mr. Starr: Yeah, I'm wondering what, what kind of wisdom you can impart to us Wailuku . . . (inaudible) . . . property owners. Because sometimes it seems insurmountable to try to figure out with our, our narrow and lack of sidewalks how to get bicycle access, how to get even enough width with the power poles. In some place, create less than a two foot passage on the sidewalks, and no drainage in a town that floods, you know, every once or twice a year. And this is no place to...to put it. I mean, you know, maybe seeing it with clear eyes, do you have any advice as we kind of embark on, embark on our journey?

Mr. Steinmetz: Well I could just say that there is absolutely not a cookie cutter solution or a one size fits all solution. That you really have to look at each and every street by --. I mean, you have to look at the network. But you have to look at each and every street and what will work best for that street and what --. You also have to look at whether the goals or the functions that you want to accomplish with that street and really --. That's -- I mean, my first advice would be to start with that. What are the most important things that you're trying to accomplish with the

street. And then look at how, how you can best do that. And I can just tell you that we're looking at so many -- we have very similar issues and similar constraints of, you know, fixed curb to curb widths that we really don't want to move curbs. We just have all sorts of things. So I can just tell you that some of things that we're looking at on, on some streets, we're just saying, you know, we cannot get bike lanes on it so we're going to use shared lane markers, share rows they're called sometimes, and just recognize that cars and bikes are going to have to share lanes and that's the best we can do. We might look at like those -- we might look at traffic calming features that we can use to slow cars down, but we just recognize we can't get bike lanes in. You know, some streets, we -- some streets, like on Rice Street, we have to choose, well, what's the most important? Bike lanes or parking? And we, we conscientiously chose that in those commercial core areas where we really want to generate economic development that parking was more important, and so, you know, we made, we made that choice.

Some streets more, kind of residential streets were, you know, maybe we have -- let's just say we have 24 feet of width. Some of those streets we're narrowing down to 18 feet without a center line, and we're stripping a shoulder on one side and people can walk or bike in that shoulder. We're not putting in sidewalks, we're not -- we're just taking the amount of pavement that we and reconfiguring it for different uses. So, I guess that would be my advice is just be creative about what you can do on different streets. And I think what's really important is where you, you really can't get a full bike lane, for example, don't, don't try to scrunch in a narrow, you know, two narrow bike lanes because you're just gonna -- it's gonna be more unsafe than safe. And, you know, you don't want bikes riding in a gutter that's wet all the time. Those kind of things. So --. And we're actually, we're updating our roadway standards as well to allow a little bit more flexibility on how we, how we do these things.

Mr. Dahilig: Can I just add to that question. Going back to what Lee talked about with . . . (inaudible) . . . building. The technique that Lee's talking about, it's a language. And understanding what options or tools you have as, as, you know, from a street design stand point are real critical so that when you actually walk the street and you say okay what opportunities or what can I do here, you'll have that conversation with, you know, your fellow agency, employees, is probably important. Because you're all talking that same language. And so what's really common is that you'll see Lee with the engineers donning these fluorescent vests and they will walk, the whole day, they will walk foot by foot, block by block, and they'll have discussions about, okay, what will work here? Will a french drain work here versus something that is flushed versus a curb, or should we look at this. And they have this conversations constantly from a design standpoint because if, if -- if that attention to detail is not taken a look at, you're going to end up with, with certain, certain errors that you may not like. And then on top of that, from at least an administration standpoint, being able to listen to Lee, and understand what Lee is talking about when he's ending up with some -- like, you know, he mentioned a Council Member. He's going to have political rub situation. I need to be able to understand and articulate what exactly are we doing, how we're doing it, and what other options we have. Because as he mentioned, you still have to constantly manage the, the skepticism. When you say we're going to add more bike lanes and people are going to bike, people think you're nuts. They do. And so, you know, we have to, we're constantly have to manage that. And even every Thursday, and this is part of our push to try to get people use to this, I have a

bike downstairs in my office. We get even the Mayor out and we bike the town every Thursday. And we do that and we purposely go through this. And it's a little harrowing sometimes, but, but we do that. It's to build the culture and get people use to the idea that these lanes are meant to be shared. Do we get the bird sometimes from the people, or the F-you's, yes, exactly we do get that stuff. But, you know, you have to drink the Kool-Aid in the process and say, okay, we're doing this for the larger purpose which is get people use to seeing these things that once the TIGER improvements come in they know what they do. And so that detail and just that, that...that keeping the faith, I guess, in the stuff is really important, so that would be my best advice.

Mr. Mitchell: Thank you. Yes, Erin?

Ms. Wade: My first question for you guys is Main Street for us is a State highway. Did you guys have any State jurisdiction projects in your project area?

Mr. Steinmetz: No, we didn't. Some of them are Federal Aid, but they're local -- they're local streets. And kind of on the top is the Kuhio Highway which is a State facility, but we, we did not include that in our, in our TIGER application.

Ms. Wade: Will you be working with the State moving forward on that piece?

Mr. Steinmetz: Yeah, we, we hope to. And, I guess, going back to kind of answer that question, but going back to that question, I really, I think, the best place to start is what -- without thinking of solutions or what you might do, just like what do you want your streets to be. That's like the most important question. And so like on Rice Street, it was like, do you want the street to be a thoroughfare or a main street? And, you know, the decision was a main street. And so when you make it a main street that has -- that has significant implications that are different than a thoroughfare. And, you know, we have the same challenge actually on Kauai that a lot of our highways are both regional thoroughfares and main streets at the same time. And this is a real -- this is a challenge. And so working with DOT, we're trying to work through that of, well, what does that mean? What that -- this segment of highway that goes through a town and is our main street needs to be different than a rural highway that is connecting two towns. And how can we work together to do that and --. But that's something we're still, we're still working on. I can't say I have a really good suggestion for you on that except continue dialogue.

Ms. Wade: Okay. Yeah. I do know that R.M. Towill is writing design guidelines for Haleiwa right now so we're kind of monitoring that as well, as a State highway project. My second question is your transit, and how -- what kind of a collaborative role did they play with your planning and how did -- how's that get implemented? Because I don't know about you, but ours is separate. So it's Public Works, Planning, and DOT, our transportation department, they'll all -- different departments.

Mr. Steinmetz: Yeah, so our transportation agency is actually -- it's similar, it's under the Mayor's Office. It's actually part of the Mayor's Office, and maybe...I think all the other islands or counties, the transit service is contracted out to private provider. Ours is, is part of the County. All the, all the drivers, all the -- it's all County operated. So, yeah, in my role as

transportation planner, I also coordinate with the transportation agency. And, so yeah, they were part of the planning. The whole Eiwa Street plan, they were very much involved with that, looking at how does that affect their routes, will that work for them, is one-way okay. All those, all those things were -- they were absolutely part of those discussions.

Ms. Wade: I see. So you're kind of like a bridge between all of these different components. Okay. That makes a lot of sense.

Mr. Steinmetz: Right. And that was, that was really the intent of that position was to be that liaison to bring, bring all those things together.

Mr. Mitchell: I'm just curious about 18 month window for vesting. Is that for completed permits approved or just starting the permit process?

Mr. Steinmetz: So that is to get to the point with FHWA or US DOT that you have -- you have all your permits and are ready to go out to bid for construction. You haven't started construction, but all your t's are crossed, and i's are dotted, and you've completed your Section 106, you've completed all of that, and you, and you are deemed ready to go out for bid.

Mr. Mitchell: Ready to advertise basically. Everything has to be in place.

Mr. Steinmetz: Oh, yeah, that's a good point. And in order to do that, one of the things that we decided to do is do design build as opposed to design bid build so that way lowers the level of drawings that we need to have. We still have to have all of environmental clearances, all of permits, but instead of 100% engineering drawings, we just need, like, 30% engineering. And then it will be a design build process.

Mr. Mitchell: That's, that's very helpful to know. More in -- a similar situation with one of our projects...the -- in the event that you don't hit the target, is there an ability to extend the time?

Mr. Steinmetz: So there is written into the congressional legislation, I think the deadline is September that you must encumber your construction funds by September of that year or you lose them.

Mr. Mitchell: You lose the whole thing.

Mr. Steinmetz: Yeah. So they set the deadline as June to make sure that you're ready by September. But not that, not that we're going to go pass June, or that they would let us, but, but they have that little extra time to --

Mr. Mitchell: Buffer the --

Mr. Steinmetz: To --. But if you --. It's in the law that if you are not ready by September you lose your funding.

Mr. Mitchell: And do you get a pro-rated portion of that funding for the planning part of it?

Mr. Steinmetz: Yes. For the way our agreement is set up is it's -- our match is across the whole thing, both the design and the construction. So the first part of our agreement releases the design funds. And then the second part of the agreement will release the construction funds assuming that we do all of that. And it's reimbursement based like most funds, so the County pays up front, and it gets reimbursed.

Mr. Dahilig: And not to give more work to Hopper over there, but over -- just as part of it also it even saves months on it, we are actually doing the environmental entitlements in house. So to avoid the...the 103D types of requirements and all, all these solicitation of having to deal with the consultant, we're taking the internal capacity that we have and we're actually using myself, as well as our attorney's office to actually draft the 106 items as well as the 6E compliance documents and the 343 types of things. So it was a deliberate conscience efforts so that we could save months from having to go through a separate entitlements contract on this.

Mr. Mitchell: Last question. How long did it take you to prepare the application?

Mr. Steinmetz: Well -- I mean, we, we thought about it and did kind of all the pre-planning. That took like a couple of years. But the actual application period, I think, the notice for funding came out January/February, and it was due in June, so three, four months. And kind of going back to that team thing, you know, the Mayor -- the Mayor really wanted it, had the leadership. We, we did all of the -- with the exception of our Washington consultant, we did all of the application in house. All the concept drawings, all the cost estimating, all the writing, it was all done with our staff. So we didn't hire anybody to help us. But the Mayor -- the Mayor was really committed, put a team together, told Directors let these staff people have time to do this. Don't, you know -- just give them the time. And so -- so there was a lot of support and commitment to make sure that those of us that were working on it had the time to get it done.

Mr. Mitchell: Mr. Starr?

Mr. Starr: Yeah, is there a dedicating team that's been on this kind of throughout and who's responsible to make sure that you meet the, you meet the deadlines and then to follow it through with construction and everything else? Is it dedicated people or just part of the staff process?

Mr. Steinmetz: Yeah, so currently there's no one that's working 100% time on it. Although, there's certain times when that's probably going to be necessary. So I was the lead during the grant application process. We had someone from our Finance Department that was our grants compliance person. And one of the things you have to do is a benefit cost analysis as part of the application, and she took the lead on putting that part together. We had engineering staff that helped with the concept drawings and the engineering and cost estimating. So all of those people were working together, but nobody full-time. Now that we're into -- now that we received it, Keith Suga, our Capital Improvements Manager is the TIGER tsar taking over and is responsible. We have much as the same team that's still, still working on it. I should just also mention that...that HDOT and our FHWA office -- I mean, this is obviously a big win for Kauai, but it's a big win for the whole State -- and so they're looking at this. We're looking at it

altogether as a model for the State, so everybody is making it a high priority. So there's a -- Keith is our County point person, there's a State point person, and a Federal Highways point person that communicate regularly. And whenever there's something that is needed from one of those agencies, they're the ones that float it out and get the, get the answers back. So we have, we have a pretty tight communication team, and all of those various agencies are really committed to, to success. I mean, from a Hawaii standpoint we've all kind said failure is not an option on this one, we have to deliver. I mean, we've, we've put our congressional delegation on the line on this, and so we just have to deliver. So I think everybody understands that, and has made that commitment. And then as we, as we move forward we will hire a construction manager during construction to manage the day to day construction work.

Mr. Mitchell: Jonathan, one more?

Mr. Starr: Yeah. When you submitted, did you at that point know that you were going to be able to meet the 18 month deadline? Had you done enough detail work to have it already, you know, laid out on a . . . (inaudible) . . . chart, or you were just like, yeah, hoping and then you kind of had a "oh my God" moment when you got awarded and you had to figure it out?

Mr. Steinmetz: No we, we really seriously pre-selected the projects to be environmentally sound, as Mike mention, no excavation, no archaeological things were -- all of the work is in disturbed, pre-disturbed areas, no acquisitions. There were some projects that we considered adding. Like for example, some people wanted us to add undergrounding of utilities on Rice Street. We said no because we didn't think we could do that within the 18 months. So we, we seriously looked at the project and tailored it to only have things in there that we felt confident we could, we could complete within that time frame. And then we made the decision to go design build to make it easier on the, on the engineering side.

Mr. Mitchell: I also want to recognize our Deputy Planning Director is here, Michele McLean. Michele, did you have any questions? Any revelations? Anything? We, we want to thank both of you so much for coming over. We really feel so appreciate it and it's timely for the things that we're engaged here in the MRA and in Wailuku town and it's very helpful. And we would hope to have you continue to be a resource if we have questions or get your input maybe as we go forward on things to have you as, as a, somebody experienced in this to sort of help us guide us through the process.

Mr. Dahilig: Yeah, I mean, I think, just, you know, on behalf of the County -- the Mayor knows that we're over here, and so to think that, that the sharing and he wants to encourage that sharing of knowledge between the different counties in any way that we can help. So, you know, I'm sure we're going to, as this process goes on, we're still going to be trouble shooting and learning lessons on how this goes, and so, you know, we'll be -- we'll have more stories to tell about, about how this adventure goes. But certainly, you know, Erin and Michele both know where we are, and we're more than happy to, to share that knowledge. And I think, even for us, we'd like -- we know a lot of the cool things that have been going. We don't have a Redevelopment Agency on our end, and so those are things as we're trying to match the, the streetscape with the business scape on the island, we're trying to look at, okay, how do we make these facilities now more business friendly and sustainable. You know, a lot of the

communities have actually had these grants or had these type of projects put in. It's their development agencies or it's their business associations that take ownership of it, and from a win-win situation it works for everybody because --. So we're going through the process of trying to figure that back end, what do we do after the thing is built? And I know that a lot of the facilities that have already been put in Market Street, etcetera, you know, have some of that -- there's war stories behind it. So it's a, it's a -- it would be good for us to spend some time as well. And just one last thing, just on behalf of our Department, we are hosting a HCPO this year.

Mr. Mitchell: Oh, great.

Mr. Dahilig: We're -- our theme this year is The Dao of Planning, so we're looking at balance as a, as a way of, kind of look at where we are and where we fit as planner, so please mark your calendars for September. It will be at the Hyatt. And, you know, I, I'm working on some home . . . (inaudible) . . . with some people.

Mr. Mitchell: Great. Thank you so much. Mahalo. Mike and Lee, thank you so much. Yes, thank you.

Mr. Starr: Do you have dates for HCPO?

Mr. Dahilig: It's the -- February. September... 21<sup>st</sup> to 23<sup>rd</sup>.

Mr. Mitchell: There it is. We'll take a five minute break and adjourn it real quick and we'll come back and reconvene with our next presentation.

*(The Maui Redevelopment Agency recessed at approximately 2:13 p.m. and reconvened at approximately 2:23 p.m.)*

**2. Presentation by Darryl Ng and request for preliminary consultation regarding the proposed Vineyard Street Housing project at 2150 W. Vineyard Street, TMK (2) 3-4-016:004. MRA discussion may follow. (no action)**

Mr. Mitchell: Meeting back to order. We have another wonderful presentation. Erin, do you want to go ahead and line us out?

Ms. Wade: Sure. Thank you. About two and a half years ago, Sue Ng --

Mr. Darryl Ng: Has it been that long?

Ms. Wade: It's been that long, right? Yes. Sue Ng and her son, Darryl, came and talked to the MRA and several other agencies, departments, about building senior affordable housing in Wailuku, at their property on Vineyard Street. And then after looking at it, running the numbers,

approaching several different angles with it, they felt it was best to revisit and take maybe a market rate approach to the project. And so as their project morphed from a 201H where he wasn't really going to need any review, to now a market rate where they are going to need review from the MRA, I suggested that he come here and do a pre-consult with you folks and just kind do an overview of the project, and talk through what they're hoping to get out of it, and maybe receive some feedback from you about your thoughts as well. So I introduce Darryl Ng.

Mr. Ng: Excellent. Thank you Erin. So my name is Darryl Ng, and with . . . (inaudible) . . . Properties. So we're trying to develop this property on 2150 Vineyard which is just north of the Vineyard and Market intersection. As Erin had mentioned we originally had planned for a senior and low income housing. That plan has changed. A lot of it was due, as well, because any kind of low income and senior housing would require grants from the State and County. And according to the State, they have never done a multi-use low income and senior housing project so it would have been impossible to get the funding.

So what we've decided to do is we decided to create a plan. If you -- I'm sorry, I didn't bring the computer power point but if you go look at the papers here, the first page, the existing site shows the picture from the street on Vineyard. It consists of a commercial building and parking, off-street parking, in front. On the next page, you'll see inside the property, and inside the property is the array of smaller older buildings built in around 1945, 1946.

We go to the next page. So basically the idea is to redevelop it into a multi-use work, live, and play environment -- resident town homes, pedestrian focused retail, and flexible office space, to try to bring in a millennial type of crowd that would revitalize the area. On the next page you'll see the existing site plan. Currently there are 12 buildings with 13 units on them, and a commercial building. These include 11 two-bedroom units, and two one-bedroom units.

So to start, the private rental town homes, what we decided to do is to market towards the Generation X Millennials. And the reason being is that typically they have lower car ownership and higher desirability for urban living. In addition, they tend to have lower income levels which means that's they are usually not in the market for purchasing home. They're usually in the market for apartments. We've kind of tailored the designs to, to market towards professional and artist families. A lot of the units that we designed can be reconfigurable as artists spaces which would, which would help to bring those kind of demographics into the neighborhood. The plan is to have 32 total units; 29 large two and three bedroom floor plans. These are 920 to 1,220 square feet, not including the parking garages, and I'll talk about that a little more later. There are also three units that are designed for work/live, and those are at the back of the property. They're also ocean view units, and can have open floor plans on the top floor for artist lofts. Each of the units will have private tandem parking. We haven't decided whether to configure them as tandem garages or as single garages with carport, but these parking units actually have access to outdoors as well. So they can be reconfigurable as, again, artist spaces or work spaces.

On the next page, a second component is the retail space. So we decided to create two ground floor retail space areas; one designed for a deli/market or fast casual restaurant, and the second one designed for a coffee, tea café or a take our restaurant. And that's to service not

only the community, but the tenants as well. We plan to use the nearby municipal parking lot for much of the parking. As you've noticed on -- or you'll notice on the plans, there isn't a plan right now for the retail and commercial parking. We are actually working on some sort of limited off-street parking for those uses, but we, we plan to use the municipal parking as the, as the major parking for those uses. There's also going to be outdoor sidewalk seating option and this is to attract the pedestrian traffic that we desperately need in Wailuku town.

So you switch to the next page, we've got the last part of the, the three parts of the project, the flexible office space. We're looking at building a steel beam construction in the front which will allow us to create any facade we want. We are eventually planning to create a facade that fits in with the nature of the neighborhood. These...office spaces will be large, 5,750 square foot open spaces to attract -- we're looking to attract professional, medical and government office. You know, basically what you see currently in Wailuku town now. There is also an option for managed space which would truly take the project to a work/play type of situation, and this will allow basically tenants and units to be able to rent space to use as office space.

So that goes to our target market. The target market for this project has been changed. Originally, as I said, senior and low income. We're now targeting millennials. So the residential component is comprised of town homes, and that's the kind of type of living that millennials are more interested in especially with the built-in parking with the flexibility of the space. The great thing about targeting millennials is that, you know, they represent a quarter of the population. They're a pretty large percentage. And as I mentioned before, they typically are, are not as into home ownership, more into rentals, just because of their lower average incomes and they actually have a...what is it...they -- pertinence towards not buying homes. As the Nielsen reports suggests that I referenced to, 59% would rather rent than purchase a home. They're also not as car-centric as boomers, but as you know here on Maui, everyone is still a little bit car-centric.

And so finally it goes to the team. We, we've selected an architect from Los Angeles to develop the building. He's actually licensed in California and Hawaii. He is the Professor of the School of Architecture at USC, one of the most renowned architecture schools in the world. He's also a specialist in developing workforce housing and senior housing, so he's able to design buildings to be cost effective. And then there's a little brief on myself. You know, I, I have a real estate background, Real Estate Development from USC, and an MBA from NYU.

And the rest of the package is architectural drawings. So, maybe I think it might be easier for -- to go over -- maybe give you a few moments to look over the drawings, if you have any questions about them at all. You know, to maybe to go into a question and answer session.

Ms. Ball: I have a question.

Mr. Ng: Yes?

Ms. Ball: So...so these are three-story walk up rentals. Is that correct?

Mr. Ng: Yes, that's correct.

Ms. Ball: No elevators, right?

Mr. Ng: No elevators except for the commercial building.

Ms. Ball: Your price range?

Mr. Ng: For rentals?

Ms. Ball: Yes.

Mr. Ng: We're hoping somewhere in the \$2,000 to \$2,500 per month range.

Ms. Ball: For a -- what size?

Mr. Ng: Starting from \$2,000 to \$2,200 for the two-bedrooms, and \$2,500 and up for the three-bedrooms. We used Iao Parkside as kind of a baseline, which are getting \$1,900 to \$2,000 for a three-bedrooms. Those are only 960 square feet. These three-bedroom will be 1,260; much larger, with garages.

Mr. Mitchell: Have you have the chance to talk Public Works to find out what kind infrastructure requirements you might have to come up with on Vineyard Street?

Mr. Ng: Yeah, we spoke to them previously, about two years ago, and I guess the plan was to -- I believe they're installing larger sewer lines when they do the street? Is that correct? Yeah.

Ms. Wade: I can respond a little bit. The line size is adequate for up to 100 additional units on the street, the sewer line, but its condition requires replacement. So the intention was to replace it when Vineyard is upgraded. They could connect now with this many units, and waste water would allow it. It does -- the line does need replacement.

Mr. Mitchell: Great. And I think the water lines new correct?

Mr. Ng: . . . (inaudible) . . . Yeah.

Ms. Ball: What did you envision that these millennials . . . (inaudible) . . .

Mr. Ng: We're looking at, you know, people working in medical -- the medical offices nearby. You know, we're planning to --. We're also looking at people who are basically --. Right now, there's a short -- there's a shortage of decent rentals in that price range, and so it's the reason why we decided to target that. All throughout central, you're basically looking at apartments in the \$2,000 range, and homes in the \$3,000 plus range. So we believe that the \$2,000 or \$3,000 range is little bit under serviced for rentals.

Ms. Ball: So you're looking at the medical personnel as providing the primary?

Mr. Ng: No, I mean, all kinds. It can be medical personnel, you know, growing families. I mean,

we're not targeting one single subset of millennials, but, you know, we believe a large majority of the people who would rent here would be millennials just because those are the people who are looking for, you know, quality rentals in that range. You know, as I've said, according our research, the -- you know, you've got pretty okay rental properties, two and three bedrooms in the \$2,000 and below range. And then you've got homes that are \$3,000 and above now in central. So you know, we feel that there's not a lot in that gap in between.

Mr. Mitchell: I'm curious, did you look at doing any kind of micro-units, smaller studios at smaller price points?

Mr. Ng: We did, and the -- the largest problem is for this project is going to be the parking.

Mr. Mitchell: Right.

Mr. Ng: So, on this foot print, the maximum that we can actually fit is 33 units. And we decided 32 to provide common areas like a gym and other kind of amenities that millennials are looking for.

Mr. Mitchell: We did amend our parking ordinance last year, and we can give you some relief on parking if you weren't aware of that.

Mr. Ng: Oh, yeah. I, I -- we looked at that originally, but the hard thing is that here on Maui everyone has a car.

Mr. Mitchell: Absolutely.

Mr. Ng: So, so even if you have a -- you know, if you have three or four people in a home, you're going to need two parking spaces. Yeah.

Mr. Mitchell: Jonathan, do you have a question? Frank? Well, it's, it's an awesome project. I mean, I really hope you can make it all work, and if we can be supportive from an MRA standpoint, we'd love to help you, help you with it.

Mr. Ng: Absolutely.

Mr. Mitchell: And it's --. Yes, Carol?

Ms. Ball: Mr. Chairman, so what does the, what is the MRA's role in this . . . (inaudible) . . .?

Mr. Mitchell: Erin, do you want to --?

Ms. Wade: So we will do design review of the exterior of the facility when it comes, and then also facilitate the coordination with the other departments and determine if additional variances are needed. So whether -- initially when they were looking at it, there was probably going to be a height and maybe a setback variance that they were going to need to look at, which doesn't seem like it's going to be necessary anymore. The road width requirements, they said that they

understand that they will have to do the 10 foot easement in front, and are happy to accommodate that. We talked about a little bit amongst, you know, throughout the process about if an additional transit line was ever able to come up Vineyard, could that a location for a stop. And so we've kind of discussed what that would look like, or at least leaving the space for that to occur. So those kinds of things would be what the MRA would be looking at. I mean, it is zoned multi-family so what they are asking to do is a by right use. The ground floor –

Ms. Ball: I'm sorry, what's that?

Ms. Wade: By right means it's allowed by the zoning code.

Ms. Ball: . . . (inaudible) . . .

Ms. Wade: Yeah. Right. Yeah, it's within their right to build multi-housing here. We encouraged it to also have the frontage be retail, restaurant, office, some type of a public use and not have the multi-family right on the ground floor which they've accommodated. And then -- so those are the kind of things I was wondering if you would want to provide any feedback on. Does it feel to you critical to have that ground floor retail office or something use...moving forward on Vineyard?

Ms. Ball: I, I think so. Otherwise, it becomes a stand alone type of rental operation which is kind of out of place in an urban environment. It's appropriate in the suburbs.

Mr. Ng: It wouldn't be conducive to pedestrian traffic if it was all residential.

Ms. Ball: What?

Mr. Ng: If it's all residential, it wouldn't be conducive to pedestrian traffic because then it wouldn't have place for people to hang out.

Mr. Mitchell: Jonathan?

Mr. Starr: Yeah, and I would say more, you know, more retail as far as -- and entertainment use on the ground floor as possible rather than, than office use. But I guess office would be kind of a second choice. And I know when, you know, the residential is on the ground floor, then there's a tendency to want to screen it off somehow. Where what we know what we want is kind of eye balls on the street and connect, connectivity. So, you know, I, I, I think, you're on the right track with it. I mean, I don't think we need to mandate that every square footage of Vineyard frontage has to be retail or commercial. But I think a preponderance -- preponderance is good. And this looks like, you know, a project that goes through what we want for the town which is body heat and something to do. Do you have a time table, a projected time table?

Mr. Ng: Well, we originally had a time table to the start the construction end of this year, beginning of next year, but it all depends on the street widening project because we don't want to get stuck in a situation where we have the building built, and now the street is going to be done at the same time, so we're thorn up.

Mr. Starr: It's -- I don't really know what the proposed Vineyard project is.

Ms. Wade: It's Planning funds and acquisition in FY17, with construction in FY18.

Mr. Starr: Yeah. My, my suggestion is that it sounds like it's years away, and, you know, if you can do it, you should just, you should go ahead and do it, and make sure that what happens later is not gonna --

Mr. Ng: Right.

Mr. Starr: -- you know, completely take you off the map or anything.

Mr. Mitchell: Erin?

Ms. Wade: I just wanted to bring -- raise that he mentioned that they plan to use the municipal parking.

Mr. Mitchell: I wanted to ask that same question.

Mr. Ng: Yes.

Ms. Wade: Which -- well, our conversations have been that parking right now is waived for dining and entertainment uses.

Mr. Mitchell: Right. Not office. Right?

Ms. Wade: Not office.

Mr. Mitchell: Not office. Yeah.

Ms. Wade: So, that the dining and entertainment uses, he wouldn't have to provide any. However, people probably would park in the municipal lot if they were choosing to, well, participate, in those businesses. So that was a conversation we had.

Mr. Mitchell: Yeah, my experience in town, without -- offices without parking you get a very reduced rent more than if you can provide on-site parking you're -- there's much more value in it. You're required to. So I think that's one thing, you have to look at your office square footage, and figure how you're going to provide off-street parking.

Mr. Ng: Yeah, we're looking at possibility of add on -- you know, off-street parking.

Mr. Mitchell: Right.

Mr. Ng: It's still kind of in the negotiation planning stage.

Mr. Mitchell: Sure. Sure.

Mr. Ng: Another thing, also, it would be great to get MRA's help, MRA's help when that Vineyard Street does happen, to get parking on our side of the street because, you know, it does have parking on the opposite side of the street now. Those, those lots include the municipal parking lot, parking for Saeng's, a couple of different parking lot. But over on our side, there isn't very much off-street parking. You have all those business store fronts and such, and so it might be helpful to, you know, as Lee said, to think it of as a main street rather than a thoroughfare.

Mr. Mitchell: Yeah. Could the project go forward without the Vineyard Street improvements by the County? Because I think that's a wild card in your whole, in the whole program, and I wouldn't hold my breath for the County to do the Vineyard Street improvements.

Mr. Ng: Yeah. It can go ahead without it. It's just that, we just need to know, you know, how much of a disruption it's going to cost. That's, that's the only kind of factor right now.

Mr. Mitchell: Jonathan?

Mr. Starr: I also wouldn't really plan and wait on on-street parking to be increased because right now, you know, Vineyard is severely limited in terms of sidewalks or ability, you know, for bike or transit to get through there. And I -- my guess is that by the time it rolls around that's going to be a much higher, a priority to, to create multi-modal, multi-modal solutions then to leave it without sidewalks and add more on-street parking. So I don't know if that's really...you know, going to be a, kind of fruitful, a fruitful thing to expect.

Mr. Ng: Okay.

Mr. Mitchell: Alright, any other comments or questions?

Ms. Wade: I have one.

Mr. Mitchell: Yes, Erin.

Ms. Wade: Just -- the building at the corner of Church and Vineyard, on your side of the block, has significant parking resources behind it, and potentially could even connect to your property, so that might be something that you might want to talk with Dr. Kato about.

Mr. Starr: Yeah, the old Ramon's.

Ms. Wade: Yeah.

Mr. Ng: Oh, yeah.

Ms. Wade: There's a big space back there, and it's not as well organized right now, but it could get more parking. I mean, I think they could even do an entire side of tandem parking on the one side that's not striped that way now. So, if for your office space, in particular, you would want to define locations for off-site. I mean --. Yeah, off-street parking.

Mr. Ng: Oh, great. Thanks. That's a good idea.

Mr. Mitchell: Okay, great. If there's no other questions, thank you Darryl for your presentation. We, we -- if we have something we can do, please come talk to us, we'll try to do it.

Mr. Ng: Thank you very much. Excellent. Thank you.

Ms. Ball: Thank you.

**3. Discussion about WailukuTown.org website updates, additional branding work, and fresh banners. Saedene Ota and Ashley Takitani from Sae Design, will respond to questions from the last meeting and direct the discussion. The MRA may direct staff to get quotes for expanded services.**

Mr. Mitchell: Our next agenda item, #3, is discussion about the Wailuku Town website updates, branding, banners, and stuff.

Ms. Wade: Yes, our ladies are not well this week. Unfortunately, they're asking if we can postpone. They were actually --. Saedene was going to have dinner with Mike . . . (inaudible). . . . She had to cancel. She was very ill. If we could postpone till our next regularly scheduled meeting.

Mr. Mitchell: I think that makes sense. Yes, we'll move on to agenda item #4, FY 17 budget, capital improvement programs, request for proposals –

Mr. Starr: Should we formally defer it?

**4. Review of FY17 budget request items including Capital Improvement Program requests and the proposed restructuring of the MRA as a new division under the Department of Management.**

Mr. Mitchell: Do we have to formally defer? We're okay? We're okay. Rescheduled, we're good. So FY17 budget and proposed items for the CIP requests, agenda Item #4, and we have stuffs?

Ms. Wade: Yes. So, Leilani passed out the sheet that I e-mailed out to you folks. I have one that also has the legal sized sheet with a further breakdown. Okay, so the structure and the narrative you folks saw at the last meeting. The piece on here that's new is the breakdown of cost. So there's a personnel position and then an expenditure summary. And then the legal sized sheet further breaks down the expenditure summary. So the personnel and expenditures is how it would show up in the budget. So if the County Council, when they get the proposal from Mayor's Office, if it makes it through as discussed with Mayor and Managing Director, this is what it would look like.

And then just to further clarify what's going to this. The wages and salaries are based on the Manager and Deputy Manager positions, as referenced in the Chapter, HRS, Chapter 53 as basically a division chief and a deputy division chief. So both could be managers and supervisory roles as they would need to be coordinating multiple departments at the same time. And then a Secretary position which would -- is intended to be basically a jack of all trades in terms of secretarial duties, scheduling, doing the agenda, doing the minutes for MRA meetings. Also setting up appointments, doing the ordering, doing all of our accounting or the accounting for this division. So those -- that's the personnel piece.

And then into other costs is it's better -- it's kind of easier to switch to the legal sheet. So talking with Managing Director, this division, there's no location to house this division within the existing facility, so we would have to anticipate rent. We did talk with Peake and Levoy about what would 800 square feet of rent looks like, and then, this is the, this is the rate that the County pays today, or would be paying as through the next fiscal cycle for about 800 square feet of office space.

Mr. Mitchell: Per year?

Ms. Wade: Per year.

Mr. De Rego Jr.: This is in Wailuku, right?

Ms. Wade: In Wailuku town. Project assistance --

Mr. De Rego Jr.: . . . (inaudible) . . .

Mr. Mitchell: . . . (inaudible) . . . just a little.

Ms. Wade: The project assistance, this is for projects like what we hired Alan for to get the lights strung. And what, you know, we periodically have these handful of little projects that have to get done; irrigation getting fixed, or the tree trimmings, that kind of thing. Those are project assistance funds. Marketing and branding, this would be the continuation of the banner replacement program, additional -- whatever additional design work that needs to be done. This is something we continue to use. And services, we have a clean and safe budget. This is what the dumpster costs us, and with projected increases at landfill, about what it would continue to cost for the town dumpster. Website maintenance and then -- the landscape and irrigation, this is with the expectation of the MRA having to take on the maintenance of Iao Plaza as well, and then continuing to improve what we have happening in the planters and elsewhere.

And then finally the special projects, this is really where the bulk of the money is in the budget. These are two programs that don't exist today, that we're talking about creating for business incentives. So the first is a tenant improvement loan program. And I think I shared with you, three or four months ago, how Wailuku is at such a disadvantage because Maui Lani and Kehalani are both offering build out incentives to their tenants at a rate of \$200 per square foot. Where for us, not only do we not have that type of incentive but we also have structures that aren't to code today. So these tenants are actually being asked to start behind the eight ball

with a building not up to code, and then to improve it to something that where they would like to be. So the tenant improvement loan is a half a million, and then a facade restoration grant is something that we learned a lot about it at International Downtown Association how that really helps the public realm. They're almost -- even though it is a private property investment, what it does is it improves the public experience of the downtown area. So that would be in the form of a grant. And then just general; the materials and supplies. This is suppose to say "travel." I'm sorry.

Mr. Mitchell: I was going to say, new word.

Ms. Wade: Travel.

Mr. Starr: There's always maybe a sidewalk cleaning machine or something.

Ms. Wade: No, that's travel hoping to -- I don't know how you folks felt. I felt like the IDA Conference was something we should make an annual thing for people. Or there's one in September which I shared with you also prior to this was the Pro Walk, Pro Bike, Pro Place, that project for public spaces is doing. So if we could send a couple of people of each of those I think that would be really beneficial. And then the machinery and equipment, assuming that we have to rent new space, it's going to need brand -- or the -- assuming the division is has to rent new space, they'll will need all new machinery and equipment. So this would be hopefully a one time large start up. So that is the breakdown.

Mr. Mitchell: So this would be essentially a new department?

Ms. Wade: A division within the Department of Management. So if you look at the...if you look at the graphics, currently the Managing Director's Office has three divisions. It has Management, ITS which is the information system, and then the Geographic Information Technology. So under the Management Division, it's currently the Capital Improvement Project Section and that's Wendy Taomoto and Alan folks are managing capital improvement projects. So in conversations with Mayor and Managing Director it seems MRA would best be located there because there will be so many CIP projects moving forward if, if this works. You know, assuming that Council says yes, we like all of your CIP projects, and yes we believe you should have the staff to be able to implement those projects, then this makes sense to be housed together.

Mr. De Rego Jr.: I think -- there was a question asked about the salaries and the staff. I think it would be important for us to put on record and answer to that question, even though the testifier is not here. So, response?

Ms. Wade: Yes. So the position -- and we actually talked this through with Michele before too about is this the right range. The intention is to advertise the positions as -- of all of the positions for recruitment. And so if you're trying to recruit someone with supervisory experience, economic development background, and project coordination, you're probably looking at somebody in the \$80,000 pay range. And in order to get those people to even acknowledge this job at the cost of living that we have, I think you have to place it there, and

Managing Director agreed with that. Pulling it down to the next level by keeping one as an EC position and the other one as a Planning position puts, puts -- can potentially put the wages at a place that frankly even Dave and I wouldn't even apply for because the pay grade would be below our pay grade as it is today. So I think for that reason -- and also this isn't the starting range. These are -- these ranges represent the ability to negotiate at a mid-level step with people that would be applying. So we talked that through a little bit where we -- it could pay less if they were lower qualified. But the way that the union guidelines work, you have negotiate -- or you have the ability to negotiate a step, which you don't -- you don't have to. But this would allow the MRA to determine what they would be willing to pay, and we felt those would be acceptable. But not having, not having the people and the position . . . (inaudible) . . . it's hard to say exactly what you'd want . . . (inaudible) . . .

Mr. Mitchell: Jonathan?

Mr. Starr: I think that that's in range. And in fact if there, you know, we're really able to maintain people with executive ability and self starters I think it's probably a bargain.

Mr. Mitchell: Carol?

Ms. Ball: Yes. I agree.

Mr. De Rego Jr.: I agree. I just think, you know, we should be on record in terms of justifying the...from the budget item.

Mr. Mitchell: And this is conceptual anyway. It's not -- it's nothing sort of --. It's very conceptual.

Ms. Wade: I just wanted to point out too, I mean, I know that the testifier does see me on a regular basis on Market Street. But the things that he see, the interactions are about essentially the clean and safe program, you know, so I would never suggest paying someone this salary to just manage just a clean and safe program. That -- this anticipates management of capital improvement program, creating an economic development loan project. It's going to be --

Mr. De Rego Jr.: This is preparing for the future.

Ms. Wade: Right.

Mr. De Rego Jr.: And as, as our programs being to grow, and the parking begins to be a part of the mix, this is looking forward to the future, so, yeah, I have no problems with this. And I'm just saying that, you know, it's good that we're on the record in terms of --

Ms. Ball: And part of the problem with many of the people who may not understand it is the ignorance is born of their...of the lack of their knowledge.

Mr. Mitchell: Right.

Ms. Ball: And, and, you know, when people compare a maintenance program to something that has a definite goal and a future step like we're trying to do with Wailuku you can't . . . (inaudible) . . . They're two different things. I think as our plans are developed and I know we're waiting for more visuals to be able to make an impact and, and go out to educate the public, I think that's going to be an essential step in our progress because we get the community behind us because they know what it is that we're striving for. And it's not just keeping Wailuku the way it is, making it a town that we once knew as well.

Mr. De Rego Jr.: And, and -- Chair? And I want to reiterate what Carol is saying, and the education part is going to be very, very important because I'm thinking this is not going to be the only objection that we're going to have coming out of the box with this new organization or structure. So, I think that this is actually very instructive for us in terms of kind of developing a strategy for educating the public and educating the Council actually on why we're taking these steps. So, I agree totally with Carol.

Ms. Ball: You know, and people don't realize -- they do, but they really don't how long it takes to develop plans that are effective and that work. And that all -- some kind of a time line should also be presented when we have these illustrations of what we expect because then it becomes more real to those who are not involved.

Mr. Mitchell: Jonathan?

Mr. Starr: Yeah, I think that the idea of, you know, looking at the, of the budget bottom line which is about a \$1,200,000 and taking -- you know, dividing that by \$200,000 and you end up with 17% or something like that. And while 17% is a lot to manage \$200,000, I mean -- you know -- a certain amount of work, that's really not what we're talking about. Because I think we're talking about projects that, you know, exceeds thirty, forty, fifty million dollars that is what we're really looking on. If we look also at, you know, the transportation side of it, and infrastructure side of it, there's probably even a lot more than that. So, you know, if you were to have a corporation that's doing fifty million dollars worth of work, and you're saying what does the, you know, chief operating officer deserves, it, it becomes a no, a no-brainer. You know, if we were still doing some of what the traditional MRA roles which was deciding on shades of color, or, you know, what shape the planters look like.

Mr. De Rego Jr.: Parking variances.

Mr. Starr: Yeah, parking variances. Yeah, it's a very different -- a very different issue. But we're looking at, you know, a transformation of our capital.

Mr. De Rego Jr.: Think of an investment. This is the way I look at it. It's an investment for the future, and looking at the realities of what's coming down the line in terms of what could be happening in Wailuku. So, yeah, I agree.

Mr. Starr: I think we should have kind of a written statement to that effect ready. I mean, whether we want to send a copy of it to the testifier or not, you know, that's not so much as we should really point out the scope of the projects that we're dealing with, and the larger picture,

bigger ticket items.

Ms. Ball: Well, you know, people have an obligation to be informed, I think, especially when they want to make a public statement. They should come from an informed perspective as opposed to one where they are trying to seek information, and attack the information if they get it. And, you know, our minutes -- I reminded that person that our minutes are available. And, and I think that people -- maybe they don't know that all they have to do is click on the link in the middle of the night if that's the only time that they have.

Mr. Mitchell: Right.

Ms. Ball: There was the comment that was it going to be delivered to me? And yes it is as a matter of a fact, 24-hours a day. Just a click of your mouse.

Mr. Mitchell: Click of the mouse. I, I would just echo what Frank and Jonathan said. I think if we were going to propose this, we have to propose it as a business investment, and that there has to be a return on that investment, and we have to be able to show in some form or estimate what the return is. Either increase property tax values, increase revenue to merchants, or some sort of matrix to say all of this taxpayer's money is an investment in reaping a return on that investment. I don't think -- without that, I don't know that we can sell it.

Mr. De Rego Jr.: Yeah, I agree. I, I'd like to also be on record that the chair is not a rock so --. For, for -- yes, I'm referring to a former testifier but I think the chair does an excellent job, so.

Mr. Mitchell: Well, we're out of here pretty soon, so thank you.

Ms. Wade: I just wanted to make a point that, you know, you were making, Bill, I think we heard today from Darryl Ng that they're willing to build their project if we're willing to invest in Vineyard Street. You know, his market is looking for an improved streetscape out front. I don't think his project is nearly as marketable without the Vineyard Street improvement, you know, so it does have to be a partnership to get the investment.

Mr. Mitchell: It does. It's been the challenge. Any action required on this discussion or is this just open for discussion?

Ms. Wade: This is in fact what has been given to the Budget Director.

Mr. Mitchell: Okay.

Ms. Wade: And with Mayor's authorization. So I wanted you to be informed. I don't know that this is what's going to make it out in the Mayor's budget because now they have some balancing to do. They are aware that it doesn't -- and we kind of expressed this -- it doesn't make sense to hire people if they're not going to give them the money to implement projects first of all, you know. And there has been a big push, and Bill knows this from going back years when even Alexa was chair to hire the staff and then we would make progress. But I think what I've -- what we've learned now in having just dedicated for six months, if we don't have a budget

to implement a project, there really isn't a need to have staff. So it kind of has to all go together. So that's -- that's what this represent.

Mr. Mitchell: Jonathan?

Mr. Starr: I, I think it that it would behoove us members to figure out a way to support this, whether, you know, certainly when it hits the Council, but more, more urgently while it's in the process on the Mayor's budget. Are there budget meetings coming up?

Ms. Wade: We're in essentially the final hours of the draft of the Mayor's budget right now. So, I'm, I'm waiting to hear back from the Budget Office and -- in terms of what they can put in. I know that Mayor said this is what he'd like to see. He signed off on the CIP projects.

Mr. Starr: So perhaps...comments to the Mayor and to Sandi. And...I mean, I guess that's something we can, we can individually do. I don't know if we -- I mean, I guess we could theoretically do it institutionally too, but I don't know if that's --

Ms. Wade: I'm hoping early next week to have feed back from Sandi. So once I have that, why don't I give you the information about what has made it in. And then if there's additional --. I mean, right now, if all, if everything we've asked makes it in, then we don't need to waste your folks time, you know, chasing them around. But if there are key things -- like the things that I'm worried about might not make it are the tenant improvement loan programs. I think it's really critical. If we intend to recruit our tenants, we're at a --

Ms. Ball: . . . (inaudible) . . . competitive we have to . . . (inaudible) . . .

Ms. Wade: Yes. Exactly.

Mr. Mitchell: If these positions came in place, would there still be a . . . (inaudible) . . . way as the staff person to the MRA?

Ms. Wade: Whomever becomes the manager --

Mr. Mitchell: Would be?

Ms. Wade: -- would be the staff person.

Mr. Mitchell: So this -- these individual managers would also take over the whole capital improvements program for the municipal parking lot, the design, all, all of that is run.

Mr. De Rego Jr.: Yeah. That would be my understanding.

Mr. Mitchell: Okay. Because that's part of the story here. It's not just special project. It's \$7 million plus another \$20 million to redevelop the municipal parking lot.

Mr. De Rego Jr.: Exactly.

Mr. Mitchell: And you could hire out consultants to do this and spend twice as much, so there's that part of the story too is the efficiency of doing it within the umbrella of the County government to manage it is going to be way more efficient than hiring consultants to do all the same, essentially the same work.

Ms. Wade: And not coordinate . . . (inaudible) . . .

Mr. Mitchell: And not coordinate with . . . (inaudible) . . . Right.

Mr. De Rego Jr.: Yeah.

Mr. Mitchell: Alright, any other questions or comments on that item? Seeing none, we'll move over to Director's Report updates.

Ms. Wade: I will do, though, just as a -- I will do a one page "Why make this investment" sort of pitch sheet to go along with this for everyone.

Mr. Mitchell: Okay. Thank you.

Ms. Wade: Consolidating the points that you folks made today.

Mr. Mitchell: Jonathan?

Mr. Starr: Yeah, I will personnel also be contacting the Budget Director and the Mayor just being supportive personally. I mean, whether it does make it or not, who know, but at least I'll feel good.

## **D. DIRECTOR'S REPORT**

### **1. Updates**

#### **a. Wailuku Community Association annual meeting briefing**

Ms. Wade: There you go. For Director's Report, the Wailuku Community Association had their annual meeting. I wasn't able to attend, but I didn't know -- I intended to and I wasn't able to attend so Jonathan wanted to share.

Mr. Starr: Yeah, and it felt really good to have the organization re, re-born, and that was the -- that was expressed and that was a feeling that this is really a new start, and there's a new board of directors. Unfortunately I forgot a couple of the names and a couple of the officers. But Ashley is the new chair, and Kristen is the vice-chair and she's kind of gotta figure it out because she has never -- she has no idea what a community association does which is exciting.

Ms. Wade: Yes. But she's been on a lot of boards or non-profits boards.

Mr. Starr: Yeah. And it, it's -- there is...define excitement about having a, a community -- starting to have regular community membership meetings and build up our membership, and have committees. We have people who want to chair the different committees including an arts committee, including one for...retail and, retail and entertainment, and out reach. So, it's off to a good start and I hope everyone, you know, is willing to join in and participate. We're going to re-do the bylaws. Probably add a few directors. Right now we're limited to seven, but we feel there's enough, enough talent that wants to do more.

Mr. Mitchell: Okay. Item B?

**b. Iao Plaza pre-construction meeting briefing**

Ms. Wade: The construction meeting –

Mr. Mitchell: Happens. Happened.

Ms. Wade: Had it today so that was awesome. They will -- the dust fence is going to go up on the 22<sup>nd</sup>. I've asked Pono Ai to do a blessing which will only include the construction team for right now because we hope to do a grand opening event when it is complete. So we learned quickly about the politics of hosting events associated with projects. So we can't just invite one, like, the district chairperson or the –

Mr. Mitchell: You've got to invite the world.

Ms. Wade: You do, right?

Mr. Mitchell: We'll hurt everybody's feelings.

Ms. Wade: So we figured we'll wait till the grand opening when there can be ribbon cutting for that.

Mr. Starr: So is there going to be a announcement that the project has begun?

Ms. Wade: Yes, so we've already coordinated with Lois Whitney in Mayor's Office about PR. So we will going to do a press release and there will also be a Nextdoor posting, and then Lawrence Kauha'aha'a is so going to go door to door with flyers to the merchants so that they know where to park, you know, when parking's disrupted. The -- they have asked that we not publish the full construction schedule, just the commencement date.

Mr. Starr: What, what is that?

Ms. Wade: That's March 1<sup>st</sup>. They may be doing some demo and clearing before that.

Mr. Mitchell: Right.

Ms. Wade: And then about three months is the window. Approximately three months of construction.

Mr. Mitchell: And most of that is just waiting for material. It's not to actually do the work.

Ms. Wade: Yeah.

Mr. Mitchell: It's lead time for ordering pavers and light.

Ms. Wade: Yeah. So we'll try to keep good information flow on that. That's another piece actually about these positions is information flow, controlling information flow. Like Lee was saying the messaging is critical. That, that takes full-time person just to do that alone. Yeah. So –

Mr. Mitchell: Okay.

## **2. Requests for proposals that are out to bid**

### **a. Updated Clean & Safe RFP**

### **b. Parking Management**

Ms. Wade: Those two request for proposals are not out to bid. They are at Finance and they're staged to go out to bid next week.

Mr. Mitchell: Okay.

Ms. Wade: And then just the two other things that I sent you yesterday were the Bill.

Mr. Starr: Can I --? Can I make a comment regarding the clean and safe RFP?

Mr. Mitchell: Yes.

Mr. Starr: I was kind of looking back at my old photos and some, and some e-mails over the past year. And a year ago, a lot of my iPhone photos and e-mails had to do with vagrancy issues, and people threatening my life and my wife's life after trying to kick them out of our driveway or urinating in front of my office, or sleeping in front of my building. And that was a very major portion of our lives and other people on the, on the street in Wailuku. And it seemed at the time, insurmountable and that that was creating the flavor of the center of Wailuku. And it's been quite a while since those issues have been something that's affects us, and I'd like to believe that it was magic, but I really believe that it had to do a lot with our still very infant stage clean and safe program. I think it's really been successful, and it's, you know --. If it's hard to point out physicality of stuff that, you know, we've managed to accomplish, that is something that anyone who's in Wailuku...will appreciate it. So I just want to put out a thank you to

everyone. And I would love to have Lawrence come and thank him because without any splash or fireworks or drama, he's really. . . done a transformation.

Ms. Wade: It's pretty remarkable to me how fast he operates, I have to say. I got a call from MAPA on Wednesday saying there were two gentlemen that are now camping out in their entry way. And by six o'clock that evening the community police officers were paying them a visit, and following up the very next morning. And every time there have been an entrance, the community police has showed up now. And they have now been issued trespass notices so they are eligible for arrest at this point. But it pays. I mean, he knows the system so well that he know exactly what to do when, and what's going to stick and be effective. And little things about --. Yeah, so it's been remarkable for me too. I'll share your thanks. I suggested to WCA that they maybe acknowledge some of these folks. Because David Waikoli is now also been on duty for a year, and he is truly fantastic. He gets out, he walks, he talks with everybody. He's just a really positive –

Mr. Starr: Who's that?

Ms. Wade: He's the traffic –

Mr. Starr: Oh, okay. Yeah.

**E. NEXT MEETING DATE: February 26, 2016**

**F. ADJOURNMENT**

Ms. Wade: He even refers himself as the new Taguma. But, yeah, he's been just great. And then a handful of other people who, who certainly contributed to making the district clean and safe. Even though like you said, our projects . . . (inaudible) . . .

So just so you know, and I just wanted to get the okay from you folks to provide letters of support and testimony for the Senate Bill and for the Cool and Connected projects. Both of these have arisen quickly and will require a quick follow through. So I will provide you testimony and then allow you the written testimony. I think I provided you the one on the Bill that we sent last time.

Mr. Starr: Yeah, but -- I think the, the current Bill is a little bit...you know, kind of a little bit different, and I, I, I have some copies of the Senate Bill, which went -- I can hand, hand out which has gone through the first community and passed the first Senate committee, but it hasn't been scheduled for hearing in the House. And it would be great if anyone...knows Yamane or Ty Cullen, or has relationship with Joe Souki to ask if we could possibly get some help because that's a clearer path if it goes.

Mr. Mitchell: Which agenda item is this for?

Mr. Starr: This is the –

Ms. Wade: It just fits under Director's Report, updates.

Mr. Starr: Yeah. The side of update. We had done our testimony last year and we're updating what we can do individually.

Ms. Wade: So I will modify your testimony, and send it out to you folks in draft so you're aware. And then I can have Bill sign it to send officially. And then same thing for the Cool and Collected grant.

Ms. Ball: Okay. Thank you.

Mr. Mitchell: We have a meeting on February 26<sup>th</sup> as well?

Ms. Wade: We do.

Mr. Mitchell: Wow. That's why I was so -- that's why I was so messed up. I thought, what? Come on? Can we do everything today that we can -- for the next six months? We did a lot of stuffs today.

Mr. Starr: Oh, wait, the 26<sup>th</sup>?

Mr. De Rego Jr.: Yeah. The fourth Friday.

Mr. Mitchell: The Fourth. Yeah, that's right. For some reason, I thought we scheduled and rescheduled for today, but we have one for the 26<sup>th</sup>. So what do we need? What do we want to do on the 26<sup>th</sup>? Anybody have anything on that agenda?

Ms. Wade: Well, we would move the website conversation to that day.

Mr. Mitchell: Okay.

Mr. Starr: How about we have a little clean and safe workshop, and also talk to...Lawrence and the Wailuku parking officer. Kind of, I don't know, maybe invite Aylett or whoever else might –

Ms. Wade: So, the only thing with that is by that point our clean and safe RFP will be out. Lawrence is an intentioned bidder. So as long -- probably as long as he's reporting to you, that's acceptable. But he's not going to want to disclose the contents of his bids.

Mr. Starr: No. I think we talk, we should talk about past, past action and not about the process.

Ms. Wade: Okay. It's going to be something because he's going to tell you all the stuffs he's dreaming up to do. Yeah, okay.

Mr. Mitchell: Okay.

Ms. Wade: And then we will hopefully have the draft -- we're on course -- to have draft to you of the Town Core Plan we've been working on. And I like -- I actually today that I saw Lihue called it The Town Core Urban Design Plan which is almost what its become. So anyway, but , yeah, we're making progress on that.

Mr. Mitchell: Great.

Ms. Wade: Plan review.

Mr. Mitchell: Plan review.

Ms. Wade: And I was hoping that that can go then to the Council members as the budget gets released and then that will be the information about the direction MRA wants to head. It should justify the reason for asking.

Mr. Mitchell: Okay. Anything else?

Ms. Wade: I provided you a memo about clean and safe yesterday.

Mr. Mitchell: Yes, we got the -- yes. And that's all good. Okay, anything else? Yes, sir?

Mr. Starr: Can we send a thank you to the Kauai guys?

Ms. Wade: Yeah.

Mr. Mitchell: Definitely.

Ms. Wade: So, just so you know, Native Intelligence and Maui Thing provided just a couple of little things . . . (inaudible) . . .

Mr. Mitchell: If there's nothing else, I'll call the meeting to order. To order. To unorder. Too many meetings. I'm meeting outed. We'll start over. How about we call the meeting to close. Anybody have a -- do I have a motion to adjourn?

Mr. De Rego Jr.: I move that we adjourn, Chair.

Mr. Mitchell: All in favor? We're adjourned. Thank you very much.

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 3:24 p.m.

Respectfully submitted by,

LEILANI A. RAMORAN-QUEMADO  
Secretary to Boards and Commissions II

**RECORD OF ATTENDANCE**

**Members Present:**

Carol Ball  
Frank De Rego, Jr.  
William Mitchell, Chair  
Jonathan Starr

**Excused:**

Don Fujimoto, Vice-Chair

**Others:**

Michele McLean, Deputy Planning Director  
Erin Wade, Small Town Planner  
David Yamashita, Staff Planner, Long Range Division, Department of Planning  
Richelle Thomson, Deputy Corporation Counsel  
Michael Hopper, Deputy Corporation Counsel